

ABSTRACT

Disclosed is a method for regulating the filling of an internal combustion engine to which a combustion air mass flow is fed. Said combustion air mass flow is regulated by a first and a second actuator which are triggered regarding the position thereof. The second actuator is disposed downstream of the first actuator within the air mass flow and has a final upper position in which said actuator is open to the maximum and a final lower position in which the second actuator is closed to the maximum. The actual rotation speed of the internal combustion engine is detected while a set point intake pipe pressure is predefined for triggering the first actuator. The set point intake pipe pressure is determined by means of an rpm-related characteristic map in which the set point air mass flow is not taken into account as long as the second actuator is not located in the final lower position. The set point intake pipe pressure is limited to a minimum value of the intake pipe pressure, which can be obtained in the current set point air mass flow by means of the second actuator that is placed in the final upper position.